

STAFF REPORT



MEETING DATE: February 23, 2023
SUBJECT: Review Draft Work Elements and Planning Budget for the Fiscal Year 2023/24
Overall Work Program
AGENDA ITEM: 15
STAFF CONTACT: Michael Kuker, Associate Transportation Planner

SUMMARY:

The Overall Work Program (OWP) is the agency's annual work plan and planning budget. Preliminary regional planning priorities, approved in December, have been used to draft work elements and a planning budget for the Fiscal Year (FY) 2023/24 OWP. Guidance and comments provided by the SRTA Board of Directors, state and federal funding partners, member agencies, and the public will inform the final and complete OWP which will be presented to the board of directors for adoption in April.

STAFF RECOMMENDATION:

It is recommended that the board of directors review draft FY 2023/24 work element worksheets and planning budget (Attachment A) and provide guidance to staff.

DISCUSSION:

The OWP describes the agency's planning activities and budget. SRTA's core planning and programming functions are funded first, including the Regional Transportation Plan (RTP); public and interagency engagement; transportation improvement programs; public transportation planning and administration; and the OWP. The board of directors may then direct funds to other eligible transportation planning activities and to local agencies or other eligible applicants for planning efforts that support implementation of the RTP. The OWP is then submitted to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Caltrans for approval to receive funding.

Each year the OWP is developed and presented to the board of directors in phases, as noted below.

ANNUAL OWP DEVELOPMENT TIMELINE

Board of Directors Meeting Date	Staff Presentation	Recommendation
December	Proposed regional planning priorities	Approve
February	Draft work element worksheets and budget	Review and provide feedback
April	Final and complete OWP	Adopt

FY 2023/24 Work Elements and Planning Budget – The board of directors, state and federal funding partners, member agencies, and the public are invited and encouraged to provide comments on the draft work program and budget (Attachment A). In summary, draft work element worksheets address the following needs:

- Core planning and programming functions – Essential activities required to receive state and federal funding, such as the Regional Transportation Plan, OWP, public outreach, transportation improvement programs, and public transportation planning and administration.
- Carryover work elements – Special planning projects that will not be completed by June 30 of the current fiscal year include the State Route 273 Comprehensive Multimodal Corridor Plan (Work Element 707.09A/B); the North State Intercity Bus-to-Rail Plan (Work Element 707.10); the Pit River Tribe Long-Range Transportation Plan Update (Work Element 707.11); the Shasta Coordinated Transit Plan Update (Work Element 701.15); and the Disadvantaged Communities Investment Strategy (Work Element 701.16).
- New work elements – The following new work elements are proposed for inclusion in the FY 2023/24 OWP:
 - Shasta Trunk Lines 2.0 (Work Element 703.07) – This work element builds off two previous planning efforts (Sustainable Shasta and Shasta Trunk Lines) which have brought over \$39 million in discretionary capital grant funds to the region. Shasta Trunk Lines 2.0 will continue to plan a series of capital grant-ready active transportation projects. A grant application is being prepared in partnership with local agencies for submission to Caltrans in March 2023.
 - SRTA Planning Data Dashboard (Work Element 705.06) – This project will address current challenges regarding scattered and isolated datasets that need to be updated with more current US Census, state, and local data. The proposed effort will ensure SRTA's technical tools work together, allow for easier updating of data, assist in tracking the performance of regional and local projects contributing to federal and state transportation performance metrics, and increase regional transparency through a public information dashboard. A grant application is being prepared for submission to Caltrans in March 2023.
 - FY 2023/24 Sustainable Communities Strategy Development and Support (Work Element 701.17) – Funding comes from FY 2023/24 SB1 Formula planning funds which are allocated to SRTA for activities that support implementation of the Sustainable Communities Strategy (SCS). This work element's scope is to-be-determined and has not been prepared because SRTA has not received notice on available SB 1 formula planning funds for FY 2023/24.
 - Local Agency Planning Projects Informational Work Element (802.01) – The Federal Highway Administration (FHWA) is requiring MPOs to now include an informational work element that summarizes regional or local planning projects that are funded with federal and/or state funds that are not Consolidated Planning Grant (CPG) funds (e.g., FHWA PL, FTA 5303). SRTA will be working with local agencies to identify any relevant projects that need to be included.

Also provided is an overview of how the draft work elements address the board of directors' FY 2023/24 regional planning priorities approved in December 2022 (Attachment B) as well as an overview of the how the

draft elements align with the California Transportation Plan 2050. Feedback received at the February board of directors meeting or delivered to SRTA prior to April 11, 2023, will be considered in the final and complete FY 2023/24 OWP presented to the board of directors in April for adoption.

SRTA's Planning and Administration Budget – The estimated FY 2023/24 budget of \$4,446,807 covers SRTA's costs for personnel, indirect expenses, services and supplies, consultants, and pass-through funds to sub-recipients. By comparison, this is \$1,361,588 more than the original FY 2022/23 planning and administration budget. This is due to increased federal revenues, anticipation of receiving state competitive planning funds, and prior board-approved cost-of-living adjustments.

ALTERNATIVES:

The board of directors may direct staff to modify any element to the draft FY 2023/24 work program and budget, provided such changes are consistent with available funding and eligible activities.

OTHER AGENCY INVOLVEMENT:

Caltrans, FHWA, and FTA held a statewide meeting to provide an overview of expectations for development of OWPs for FY 2023/24. Staff met with the state and federal funding partners on January 23, 2023, to discuss planning priorities, estimated funding apportionments, and receive technical guidance specific to SRTA's FY 2023/24 OWP. Comments provided by the Technical Advisory Committee (TAC) have been addressed in the draft FY 2023/24 work element worksheets (Attachment A).

/// The Technical Advisory Committee (TAC) concurs with the staff recommendation. ///

FISCAL IMPACT:

The draft FY 2023/24 budget is consistent with funding estimates. A final FY 2023/24 OWP and budget will be provided at the April board of directors meeting.

Sean Tiedgen, AICP, Executive Director

Attachments:

A: Draft FY 2023/24 Work Elements and Planning Budget: www.srta.ca.gov/148/Overall-Work-Program
(Only the narrative is available for TAC)

B: Summary of How Regional Planning Priorities Have Been Incorporated into the Draft FY 2023/24 OWP

Attachment B:

Summary of How Regional Planning Priorities Have Been Incorporated into the Draft FY 2023/24 OWP

FY 2023/24 Regional Planning Priorities (Approved by the board of directors in Dec 2022)	Work Element	Fiscal Year End Deliverables
State Route 273 Corridor – Carry out the SR 273 Comprehensive Multimodal Corridor Plan with Caltrans District 2 and local agency partners. Identify needs and prioritize improvements, including the development of an ‘integrated work program concept’ that coordinates multiple investment types and partners to achieve transformative outcomes.	707.09A/B (SR 273 Comprehensive Multimodal Corridor Plan) and 701.15 (SCS Development and Support)	• Draft needs assessment • Draft project list • Draft project priorities • Draft integrated work program concept
ShastaReady (ResilientShasta) – Integrate findings and recommendations into regional planning processes, project designs, program development, and mobility services to address vulnerabilities. As opportunities allow, identify grant funding with regional partners to address extreme weather issues impacting transportation infrastructure and pursue funding.	Various work elements	To be determined.
Fix 5 Cascade Gateway Project – Continue to refine the project scope and pursue grants to fill funding gap.	702.03 (Grant Writing); 707.01 (Corridor Studies and Project Review); and 707.03 (Alternative Fuels Vehicle Planning)	• Capital grant application(s)
I-5 Corridor Management Plan – To address frequent I-5 closures, seek interagency partnership and grant funds to evaluate strategies along the greater North State I-5 Corridor	702.03 (Grant Writing) 707.01 (Corridor Studies and Project Review); and 707.03 (Alternative Fuels Vehicle Planning)	• Strategic Partnerships planning grant application for North State I-5 Corridor Plan • Capital grant application(s)
Implementation Long-Range Transit Plan and Coordination and Integration of Transit Services – Identify and carry out technical steps required to: a) transition to 15-minute headway service on major corridors between regional activity centers, supported by flexible on-demand transit in lower demand areas, days, and times; b) transition to zero-emission transit vehicles pursuant to California’s Innovative Clean Transit regulation; and c) consolidate on-demand and complementary paratransit.	706.02 (Public Transportation Planning and Coordination); 708.03 (TDA Management); 708.04 (RABA and CTSA Administration); and non-OWP activities (i.e., administration of regional transit funding and ShastaConnect on-demand transit operations)	• Unmet Transit Needs Findings • ShastaConnect ZEV Rollout Plan • On-demand and complementary paratransit consolidation evaluation • Single fare system evaluation

North State Intercity Bus – Seek solutions to funding and technology gaps.	706.02 (Public Transportation Planning and Coordination); 706.06 (Greenhouse Gas Emission Reduction Programs); 707.03 (Alternative Fuels Vehicle Planning); and 707.10 (North State Passenger Rail Study)	• State Purchasing Agreement for Hydrogen Fuel Cell Motorcoach, including reallocation of 2018 TIRCP award with new scope of work. • Participation in California Intercity Bus Study leading to FTA 5311 (f) grant application and state/Amtrak funding for operations • North State Bus to Rail Plan
Active Transportation Trunk Line Network – Systematically plan and fund the trunk line network, and feeder routes, consistent with the GoShasta Regional Active Transportation Plan. Coordinate with community and local agency partners to deliver programmatic support.	703.01 (Active Transportation Planning); and 703.07 (Shasta Trunk Lines 2.0)	• Grant applications to the Active Transportation Program and other funding programs that support bicycle and pedestrian infrastructure improvements.
Disadvantaged Communities Outreach – Identify disadvantaged communities and understands neighborhood-level challenges and mobility solutions. Rectify history of disinvestment in disadvantaged communities.	701.16 (SCS Development and Support)	• A Disadvantaged Communities Investment Strategy will be developed, including targeted outreach DACs and an updated Disadvantaged Communities Analysis.
Develop Strategies for Meeting New Regional Greenhouse Gas Emission Reduction Targets – Develop action items required to realize SCS strategies and the region’s GHG emission reduction target.	701.01 (Regional Transportation Plan)	• Support implementation of current SCS strategies, focusing on areas where other coordinated planning is occurring, including SR 273 corridor and the Park Marina/Turtle Bay area. • Additional strategies to be determined pending adoption of 2022 RTP/SCS.
Develop Integrated Work Program Concepts – Identify and evaluate potential ‘crossover’ projects that connect regional plans, programs, and investments	707.09 (SR 273 Comprehensive Multimodal Corridor Plan)	• The integrated work program concept will be developed as part of the SR 273 Comprehensive Multimodal Corridor Plan.
Regional Early Action Planning (REAP) 2.0 Program – Utilize REAP grant funds to leverage investments that promote affordable housing, infill housing, public transportation, and active transportation together.	707.12	• Passthrough grant funds (contingent upon award by HCD).